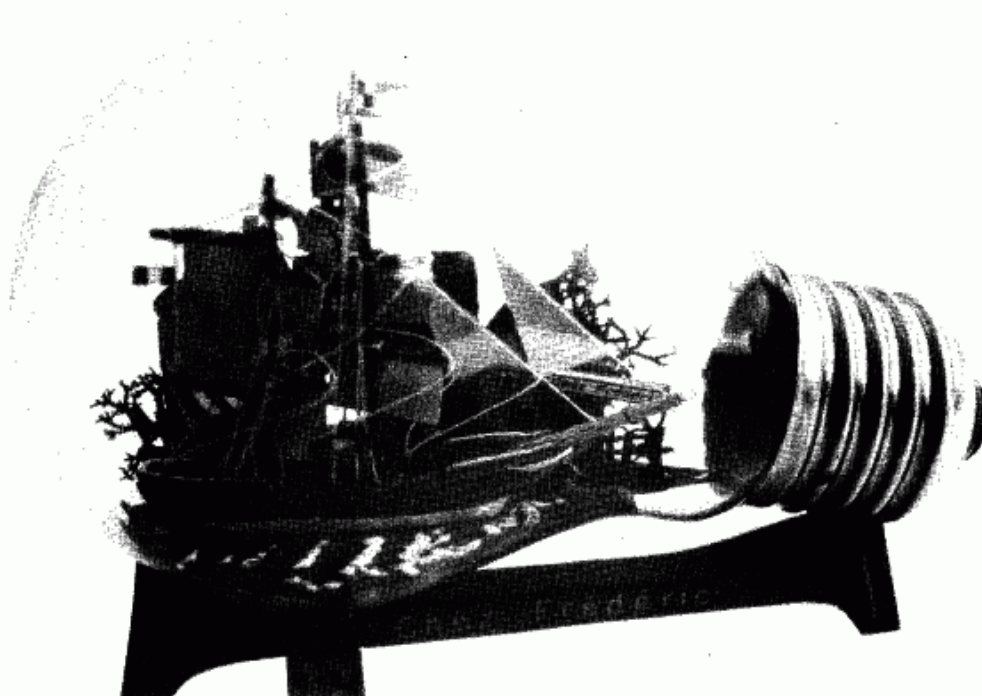


# THE BOTTLE SHIPWRIGHT

No 3 1985



Diorama with the ship, CHEZ FREDERIC in a light bulb, by Klaus Reuter, Munich, Germany.

The Journal of the Ships-In-Bottles Association of America

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman: Robin Lee Harris-Freedman, 245 North Fifth St., Harrisburg, PA 17110, USA. Annual dues are \$12.00 for both North American and overseas members.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor  
Per Christensen, Graphics; Lee DeZan, Distribution;  
Robin Harris Freedman, Membership; Alan Rogerson, Cover Printing

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Detail view of one of Klaus Reuter's models taking the passage into the light bulb.

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## Odds & Ends

LATE NEWS: Of necessity the index is the last portion of the Journal to be completed so it lends itself nicely to fitting in those last minute bits of news that arrive.

In my mail yesterday (May 11) I received an announcement that Glenn Braun is one of the nautical artisans displaying his work at the First Anniversary Show at the Meyer-Thompson Fish Company Art Gallery, 146 Beekman St., South Street Seaport, New York, NY. In addition to Glenn's bottled ships, there are quarterboards, figureheads, scale models of New York harbor watercraft and marine paintings. You are all invited to stop by if you are in the vicinity.

Also yesterday Bill Weiser and I represented the Association at the fourth annual Victorian Fair at the Fullerton Arboretum (see Editor's Notes, Page 16, Bottle Shipwright 2-85). Bill brought 13 of his exquisitely detailed and finely mounted models and I showed eight from my collection including one of Harold Whiting's 10 wheeled trucks. We also had three models under construction, one demo model, a collection of ship bottling books in five different languages and some mounted S-I-B cartoons. Bill and I both wore our Association patches and we displayed a large copy of the insignia on one of our two tables. The show was a great success and we drew a large, curious crowd. Many asked for and received information on Association membership and we also passed out information on Guy DeMarco's and Jack Needham's new books.

Victorian Fairs make for an interesting day. The purpose is to demonstrate crafts typical of the Victorian period so we were surrounded by folks spinning wool, showing off live bees in hives, painting eggs, tatting (if you thing S-I-B is tough, try tatting), shooting black powder rifles and precariously tearing by on high wheeled bicycles. We were also visited by a representative of the Orange County Chapter (there are 56 chapters altogether) of The American Society of Dousers, Inc. As it happens, Bill Weiser has a piece of undeveloped property in Oregon which has no water on it, and the Dousers grabbed him and gave him a quick lesson. Yup, the two sticks pointed down when he passed over the water! It was a good day for everyone.

FROM THE PRESIDENT

First and foremost I would like to welcome the new members aboard and say that we are most happy to have you with us. I hope that you, in turn, will come to enjoy your association with us.

It gives me the greatest of pleasure to announce that the first Chapter of the Ships-In-Bottles Association of America has been formed, made up of a group of members from the Long Island area. The Long Island Chapter, was organized by members Frank Skurka and Guy DeMarco, who contacted prospective members by letter. The first meeting was held March 27, 1985 with 5 members and 2 prospective members attending. It appears to be a real working group as they already have a newsletter which tells of their activities. Their new schedule calls for them to participate in a variety of local exhibitions and shows of various kinds. At the monthly meetings "Show And Tell" sessions are held with members bringing in models and discussing techniques and problems. This is an enthusiastic group and I congratulate them on the initiative they have shown. Having an active Chapter has to be more fun than building alone. Now, how about some group formation in other areas of the country. Judging from the number of members in the vicinity, Southern California (San Diego/Los Angeles areas) looks like a place that is ripe for such an organization. If anyone would be interested in forming such a group or groups in this (these) areas please contact our editor, Don Hubbard, Tel: (619) 435 3555. (Note: He cannot take on this additional job himself, but will certainly try to attend meetings if they are held and can provide names and addresses of possible members). For all of you, if you wish to organize in your own vicinity I am certain that the Long Island gang will be more than happy to add you to their mailing list for ideas, etc. Frank Skurka is handing the newsletter and his address is: , 2447 Aron Dr. N., Seaford, NY 11783.

You will be interested to know that out of the 406 models in the 2nd Japan International Ships-In-Bottles Exposition show, 156 were sent by foreign builders. Considering the unavoidable short notice the response by our group and the many other builders throughout the world was nothing less than exceptional. The breakdown by country is as follows: USA - 57 Norway - 20, France - 17, Denmark - 15, Holland - 13, West Germany - 10, Canada - 6, England - 6, Switzerland - 5, Spain - 2, New Zealand - 2, India - 2, Italy - 1. This was certainly an "International" show and I would like to offer our congratulations to our Japanese friends.





REPORT OF THE JAPANESE EXPOSITION

by

Juzo Okada, President, Japanese Ships-In-Bottles Association

I must tell you that the Tokyo opening of our Exposition was a very great success. The Embassies of the United States, Canada, Denmark, Holland and Norway all agreed to support our show, and at the opening, His Excellency, Mr. Hakon W. Friehow of Norway, was kind enough to attend in person and read a personal congratulatory message from Mr. Vidar Lund, former President of the Norwegian Association. The opening ceremonies were telecast on national T.V. by four major Japanese stations, and during the period that the show was displayed it was visited by both the Kyodo News Enterprise and the Jiji News Service which have large national and international networks. Many other newspaper and magazine reporters also stopped by so that we have gotten maximum publicity exposure and have received tremendous national recognition. Attendance at the show set excellent records and our membership has grown significantly as a result. We were also pleased to have Mr. and Mrs. Jochin Binikowsky with us from Germany from April 2 to 7.

The catalog for the Exposition was beautifully printed, but there were many errors because of the short period of time which was available to assemble the material. We are now in the process of correcting the copies which remained unsold after the Tokyo show and hope to have the revised edition ready by June 1st.

We would like to convey our heartfelt thanks to your entire membership for their cooperation. Because of your assistance and that of the other Societies and Associations around the world our 1985 Exposition has been extremely successful.

JUZO OKADA

岡田 重三



His Excellency, Mr. Hakon W. Friehow of Norway  
making the opening presentation in Tokyo, 1985



The Japanese Ships-in-Bottles Association

SOME THOUGHTS ABOUT REPAIRING AN OLD BOTTLED SHIP

by  
Bill Krell

I was recently asked to look over a very old bottled ship to render judgement about doing repairs to her. I had more than a few moments of cold feet when I accepted this invitation since the model had been in this man's family for quite some time and had suffered damage when being transported from Denmark to the Detroit area.

The ship was a five master, had no sails, but was adequately rigged and well proportioned. The small amber beads used as blocks were smaller than any I have been able to find. It did look primitive, as have some of the other older S-I-B's that I have seen. The maker had braided a fine white cotton thread which was just below the rail. Too high up for the water line, but it added a decorative touch.

The bottle was cylindrical and very simple. It had a long thick lip, a number was pressed into the end, and it had half-seams down its length. The white glass was dim and smoky which actually went well with the overall appearance of the vessel. My guess was that this was residue from the linseed oil in the putty used for the sea.

In the neck of the bottle was another sea at a higher level. This had a steamer in it with cotton smoke pouring out of the stack. The steamer was crude and not the same quality as the sailing ship.

The base was a dark wood about 5/16 inch thick with a simple yoke support at each end. Around the perimeter of the base and each of the supporting yokes was a regular spaced series of Vee notches cut with a knife.

Looking inside the bottle I could see four cabins lying upside down next to the hull. Each mast was topped with a green bead and one of these was lying loose on the bottom. A badly faded flag [probably Danish] was flat behind the stern. The masts, starting with the foremast, were leaning to the starboard, all in a gentle curve and not too obvious. The model really wasn't damaged, but it wasn't whole.

The owner wanted some advice on repairing this model and suddenly I felt inadequate. The question asked of me was, "What would you do if it were yours?" That was a tough one for me because those loose pieces would haunt me every time I looked at the model.

My final answer was based on the little steamer in the neck of the bottle. The sea for the steamer occupied about a third of the neck. It was dried to a hard, almost black, appearance, and looked tight to the glass. In my opinion it would be almost impossible to remove the sea and with it the steamer. And if it could be removed I am not aware of any way that it could be rebuilt without destroying the whole character of the model.

Having made this decision, it meant that a very limited space was available to gain access into the bottle.

Next I looked at the cabins and the deck of the vessel and I could not see any evidence of glue. This, and the fact that all of the masts had moved, convinced me that the glue had evaporated! That meant that I didn't dare get rough with anything. It also meant that I didn't dare try to realign the masts. The rigging lines all looked good, but how could I be sure that they wouldn't part when they were touched?

If it were my model I would try to place the cabin onto the deck of the vessel. That is the most I would do. The limited access and the nest of rigging would prohibit me from even gluing them in place.

Clearing the bottle was out of the question. To do so would have destroyed the charm that this model exudes.

Two things still bother me. I guessed that the bottle was not a wine bottle but contained some type of hard liquor and was made around the turn of the century or slightly after. I would love to have more information on style, age, and manufacturing of glass bottles. I wonder if any one in our membership might be able to pass on information about this subject?

Next, some but not all of the cabins had a hole about the size of a #65 drill. The deck had at least one of these holes. It looked like they might match, but not all of the cabins were drilled, and I could see not evidence of pins, wires or any other anchorage.

I would like to hear what experiences others have had with a model like this. What can you expect from the thread, what kind of glue did they use, and where did it go? And lastly, DID I GIVE GOOD ADVICE?

Bill Krell,  
548 Woods Lane,  
Grosse Pointe Woods, MI 48236

**NEW**



**MEMBERS**

**WELCOME TO THE NEW MEMBERS**

Howard Allred, 188 Johnston Rd., Sacramento, CA 95815  
Peter J. Bongo, 130 Old Farm Road, Levittown, NY 11756  
John D. Cox, 2224 Wyandotte Dr., Oakville, Ontario, L6L 2T5, CANADA  
Daniel J. Dorcy, Editor, SPLASHMARKS, 1841 S. Halsted, Chicago, IL 60608  
Paul Fisher, Long Pond Road, RFD, Marlborough, NH 03455  
Michael P. Gualtieri, 914 West 37th St., Erie, PA 16508  
Paul Stawton, P.O. Box 23, Sheet Harbor, Nova Scotia B0J 3B0, CANADA  
Jeremiah A. Tuttle, 1320 Latona St., Anaheim, CA 92804

**ADDRESS CHANGE**

Charles E. Nichols, 2757 Tremainsville Rd., Lot 209, Toledo, OH 43613  
Karl H. Schulz, 1208 Palms Ave., Huntington Beach, CA 92648





## FROM THE MEMBERS

CHICAGO, CHICAGO, THAT WONDERFUL TOWN! - Jack Hinkley sent me a clipping from a magazine called Lakeland Boating. It featured a story about a Chicago lady, ANNA SIMON, who is an accomplished ship-bottler. We would certainly like to have her as a member. If one of you who live in her area could contact her, or send us her address, it would be most appreciated. The only information I can give you is that she is a "petite young attorney and sailor" and that she specializes in corporate law, but with the help of the "Yellow Pages" one of our members might be able to find her.

JACK HINKLEY also took his Ship-N-Bottle show to the South Hills (Pittsburg) Power Squadron and gave a well received one hour talk. He showed all of his ships, tools, books plans, etc., answered lots of questions, sported his ASSOCIATION PATCH on his jacket, and let the gang look at his stuff close up. Our hobby is always well received and any of you who would like to speak about it should contact the various nautical and community groups in your vicinity. Sometimes they even pay for speakers. Our Kai Cho (President) has also been active in other fields. Because of his considerable talents as a cartoonist and poet (who can forget his immortal Ship-N-Limericks in past issues) he won first prize and \$1,500.00 in gift certificates on a local Pittsburgh radio station. All this for a Valentines Day verse and cartoon that he whipped out in 12 minutes one evening.

Congratulations to GEORGE PINTER (Halifax, Massachusetts) for winning the ship-in-bottle division of the 1985 Juried Show of the U.S.S. Constitution Model Shipwright Guild of New England. If you haven't already examined it you might want to read George's account of building a Chesapeake Bay Skipjack which appeared in the last issue to see how he achieves some of his very finely detailed work. George also sent this hint along. "Mini-hold (wax) is an adhesive I found in a doll house/minature store. It looks like paraffin but has an adhesive property. A bit of this on a dowel will hold small pieces such as a deck house for insertion and placement in a bottle. It is made by Handcraft Designs, Telford, PA 18969.

TED SCAFIDI (San Diego) was the victim of my terrible handwriting in the last edition of Bottle Shipwright. The photo of his fine model of the Brig-of-War LEXINGTON was inadvertently credited to Jim Scofield of Vasalla, California. [Scofield - Scafidi - well, they are both Californians and their names both begin with Sc-f.] Next time I'll PRINT the name on the back of the photo.

BILL JOHNSON, (Langhorne, PA) is editor of Chips and Quips, the interesting monthly newsletter of the Pennsylvania Delaware Valley Wood Carvers. One thing caught my eye in the last edition and I thought it well worth passing on. I hope Bill won't mind. "THE SENSES . . . . five in number: touch, taste, sight, smell and hearing. The other two - horse and common - you have to acquire on your own! Thanks Bill! (See note on Bill's new book in the New Book Section, page 17.)

DAVE MILLER, (Albuquerque, NM) stopped by for a morning this past April while visiting his daughter in San Diego. Dave is a retired military guy, but retired is a misnomer. I had already noted that his first letter was typed on a computer and I know what an education that takes. Dave also sent me some fine nautically oriented foreign coins to use on the sealing wax after corking a bottle. These all arrived bright and shiny after treatment by his ultra-sonic cleaning device. So it was a pleasure to have him come by to share info on ship-in-bottle photography and to talk about building models. He dropped off a beautiful chunk of basswood which I will convert into future hulls and he put me on to



some thin aluminum and stainless steel (one side sticky) tape which cuts easily and comes in handy for small metal parts.

The very prolific writer Guy DeMarco (Floral Park, NY) rated a cover photo of a ship-in-a-bottle on the May/June edition of Model Ship Builder Magazine to introduce his eight page article inside. The article details the building and bottling of a Virginia Pilot Boat and includes photos and line illustrations. This is the second ship-in-bottle article in less than six months in this magazine so we are finally being recognized. It should be noted that Guy is fortunate to have a very talented 15 year old son, Guy, Jr., who produces the drawings for him. The boy also did the drawings for Guy's new book which is reviewed on page 16 of this issue. Incidentally, for those of you who would like to subscribe to Model Ship Builder the address is: Jeffrey A. Phillips, Editor, P.O. Box 128, Cedarburg, WI 53012. Tell them we sent you.

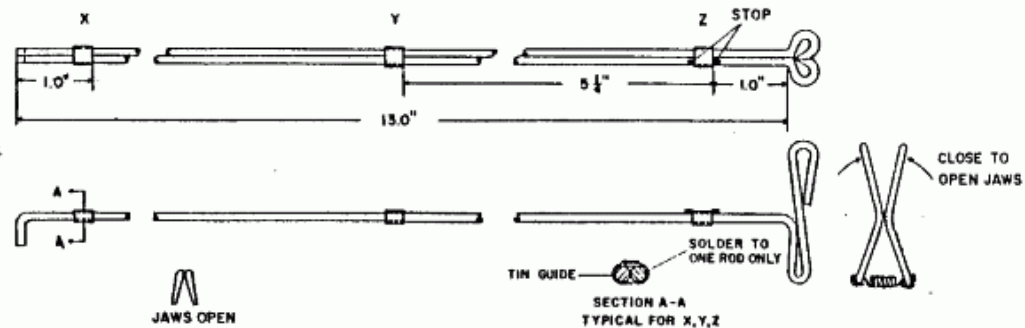
FRED BIRKHOFER (Daly City, CA) had a cluster of his finely detailed bottled ships on display at One Market Plaza, One Market Street, San Francisco, as part of a comprehensive nautical arts display to celebrate National Maritime Day, May 22. The display was organized by a company called Art Programs, Inc, which specializes in creating meaningful displays for large corporations. If you live in the area and if you receive this edition of Bottle Shipwright before June 1st I recommend that you stop by to see this show.



#### ANOTHER GRABBER-GRIPPER

by the late  
Harold C. Gile

This design for another Grabber-Gripper® operates with a rotary motion. I think the following diagram adequately shows how it is made.



It is fabricated from steel wire about 3/32" diameter. Coat hanger wire, although harder, may be formed either hot or cold, preferably the latter. Small pieces of fine emory cloth may be epoxy bonded to the gripping surface to improve holding power.

\*see Bottle Shipwright #2-1984 for the first model.

## THE OLD MAN AND THE SHIP-IN-BOTTLE

by  
Chris Nair

There are many arts and sciences in India that have never been written down but pass on from generation to generation by word of mouth. Sadly these arts sometimes suffer a break in continuity and are lost to us because of secrecy, professional jealousy or mysticism; but one art, the building of ships-in-bottles, which was on the wane on this sub-continent, has resurged thanks to the generosity of an old man.

Nearly twenty two years ago a young man chanced to see a bottled ship owned by a retired foreigner. After brooding on the mystery for some time he made some attempts to bottle his own crudely made vessels but met with little success. As fortune would have it he learned of a man in England who had much experience in bottling ships, and he thought to write him. In truth he did so only after much apprehension, since he feared that here might be another of those art forms which is held as a closely guarded secret. To his great and happy surprise the return letter was instant and encouraging. However, it was not long before the elder sensed the young man's ignorance of things nautical and subtly suggested that he read a great deal of material about sailing ships. So the young man's desk and library began filling with Harold Underhill books, and plans of ships from Bossette and Louke. Along with this material came a regular flow of mail from England with step by step instructions pictorially depicting each hole, each knot and each hinge in the ship bottling process. When technical difficulties crept in, such as the inability to locate some of the fine tools required, the Englishman unselfishly and generously provided the equipment.

With these, the work and learning progressed at a rapid rate, and it was not very long before a nice looking Brigantine and a Brig started their static sailing in two hostily emptied Dimple bottles. So, by 1966, after three years of coaching the teacher was able to say with some pride, "You are now on your own!"

The former novice, now full of incentive, and grateful for the unstinting help and guidance received, began to produce an outflow of bottled ships which continues to this day, while the elder Englishman went on to become a celebrity on the subject, appearing on TV shows and giving demonstrations at prestigious gatherings. Their correspondence continued, enriching both and producing further stimulus for the art, and the younger man, now older himself, has taken time to pass on the knowledge to other youngsters who gather for learning.

If you have not already guessed, the Englishman was the late President of the European Ships-in-Bottles Association, Mr. Jack Needham, and the younger man is the writer who is paying his final tribute to this great artist and friend who has departed on his last long journey.

Chris Nair, Jabalpur, India

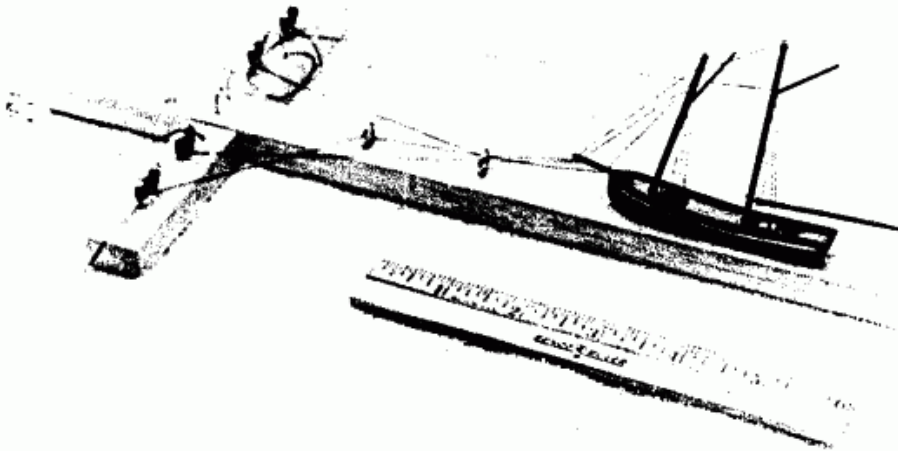


A WORKSTAND FOR THE SHIP BOTTLER  
by  
Guy DeMarco, Floral Park, New York

The photo below is self-explanatory and the stand works for me. The guidelines I used in its design are probably what most of us use when we plan a workstand, but here are my parameters:

1. The stand must offer a stationary platform for work. 2. It must allow access to the model from every angle of attack. 3. It must be able to easily differentiate the strings. 4. The model can be test collapsed any time. 5. It must relieve frontal pressure on the bowsprit lest that piece collapse under the strain. 6. It must be adaptable since every model is different. 7. It must be cheap to make with simple tools. 8. It must be reusable.

I also keep several screw eyes handy to add below the model along the sides. These allow aft strings to pass clear of the hull during rigging. I have tried "L" shaped trestles and ones with double cross-bars, but find that my old standby is sufficient for most of my needs.



A MESSAGE OF THANKS

Aubrey Needham has written to express her appreciation for the copy of Bottle Shipwright 2-85 which we dedicated to the memory of her late husband, the well known and well liked Jack Needham. She also asked me to convey her sincere thanks to all of you who sent your kind thoughts and messages of sympathy when he passed away last November.

# A NEW LIGHTWEIGHT PACKAGE FOR MAILING BOTTLE-SHIPS

by

Parker M. Leney, Port Dover, Ontario, Canada

The invitation to send a model to the Japanese Exposition brought me smack up against the problem of packaging a bottle ship for the first time. My ship model rests in a 26 oz., Haig & Haig Pinch Bottle and I wanted a package which would be light enough to keep postal fees in line and yet still be strong enough to protect the model from breakage. I also needed to have a package which could be easily opened for customs or postal inspection. Since I have recently received a letter from Japan telling me that my "wonderful work of art" had arrived safely I would like to pass along my technique.

The box was constructed out of 1" thick S. M. Blue Styrofoam (Used as insulation for houses).

White glue was used for the sides and to secure the bottom. The whole box was covered with wide packaging plastic tape for added strength, waterproofing and to prevent denting.

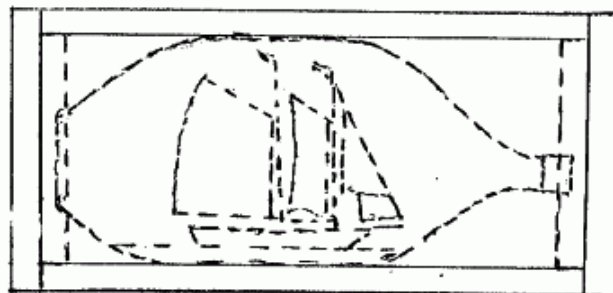
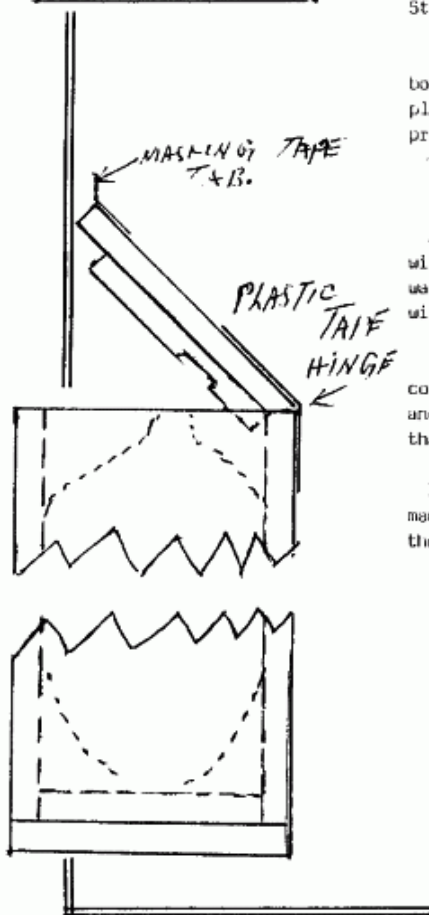
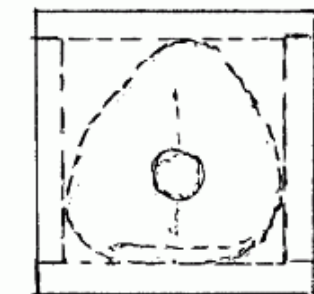
Top is hinged for easy opening using wide plastic tape.

Spaces around the enclosed "Pinch" bottle were filled with foam chips or "bubble plastic" packing material. Top was secured in front with two strips of 3/4" masking tape with ends folded back to make a tabs.

After printing my name and return address on the newly constructed box I wrapped it in heavy weight brown paper and tied it with butcher cord, leaving enough extra so that the package could be retied if opened.

I'm sure the box was much lighter and stronger than one made of cardboard, and the "Flip Top" must have worked for the customs inspection.

Parker Leney





## TWO SUGGESTIONS TO SIMPLIFY YOUR MODEL BUILDING

by

Dick Partos, Norfolk, VA

I would like to describe a couple of "wrinkles" that I am using to help ease the job of forming bulwarks and guard rails on my models.

Relative to the former, instead of hollowing out the deck to make the bulwarks, I proceed as shown in the illustrations below: 1. Cut the sheer of the deck on to the block of wood you will be using for your hull. This may be longer than the hull will actually be. 2. From scribed planking [ $1/32$ " thick, scribing spaced  $1/32$  or  $3/64$ ] cut the deck outline. 3. Glue the deck to the sheer with superglue. 4. Also with Super glue, glue HO gauge "4 X 6's" [these are basswood strips approximately  $3/64$ " X  $1/16$ "] to the decking, flush with the outside edge. 5. Lastly, cut down around the edges of the bulwarks and finish carving the hull as usual.



1.



2.



3.



4.



5.

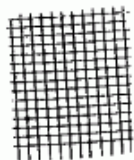
This technique gives a nicely planked deck with even bulwarks. The strips are flexible enough to be bent in two dimensions to conform to both the sheer and deck outline. When gluing both the strips and the deck just glue a little at a time. Apply strong finger pressure at one point and then place a drop of superglue [Ouro works best for me] at the juncture. The glue is drawn in between the pieces by capillary action and sets in about twenty seconds. You can then glue at another point farther along.

I am building all my ships this way instead of chiseling or carving out the deck. Further strips can be added on top to build up the hull for raised forecastles or poop deck.



The second idea I would like to share is to use window screen to make guard rails. Cut a piece of screen to the right length but leave it about an inch in height [6]. Paint the screen on both sides to hold it together later. Drill the required number of holes in the deck, insert the screen, and paint again several times. Allow to dry thoroughly for several hours and finally cut off all but the bottom two horizontal wires, which leaves a nice set of rails and stanchions [7]. Works every time and looks good.

Dick Partos



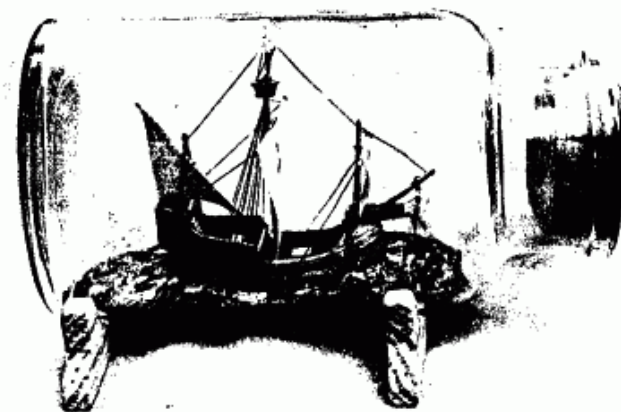
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after gluing  
to holes in  
deck.

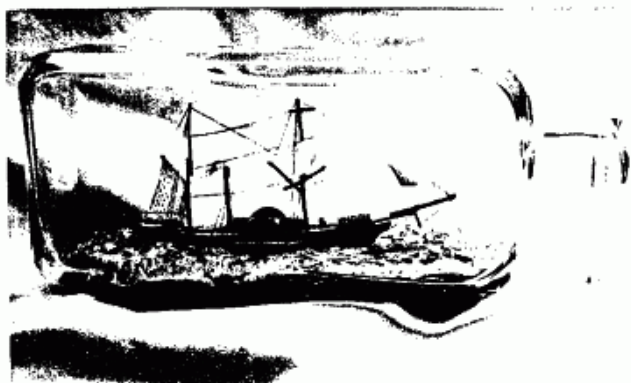
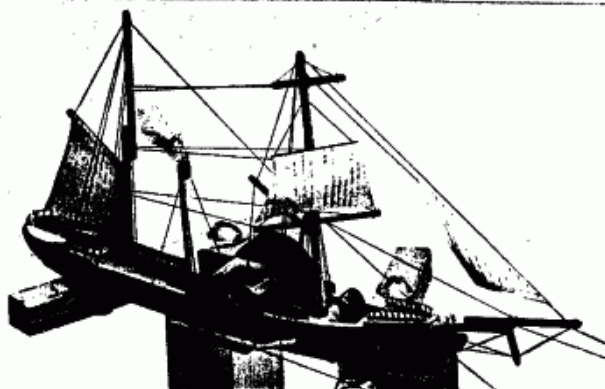
6.



7.

BELOW: Some recent model by Dick, in order: THOMAS W. LAWSON, The SANTA MARIA with bulwarks built up as described above, and the Paddle Steamer STIRIUS.





## COLUMBIA RIVER MARITIME MUSEUM

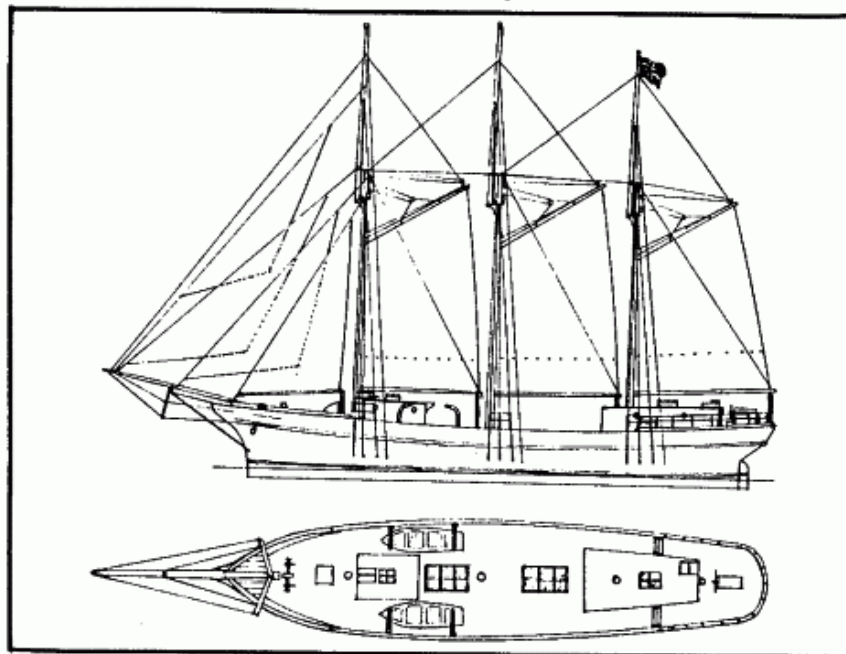
The Columbia River Maritime Museum will hold its 12th Annual Ship Model Competition and Exhibition on Saturday, May 25th, 1985. Entries may be brought to the Museum between 9:30 AM and 5:00 PM, beginning May 18th. Entry deadline is 10:30 AM, May 25th. Adult Division entries will be charged a fee of \$2.00. No fee for the Junior Division. There is a ship-in-bottle category. For further information call the curator, Larry Gilmore, at (503) 325-2323. The Museum is located at 1792 Marine Drive, Astoria, Oregon 97103.

# PLANS FOR THE SCHOONER SVANEN

by

Vidar Lund, Oslo, Norway

The SVANEN was built in Svendborg, Denmark, and launched in 1916 as the SMART. She was owned by various Norwegian owners until sold to Sweden in 1920. Rechristened SVANEN by her new owner, she sailed under the Swedish flag until 1964 when she was brought back to Norway. In 1972 the Norwegian Maritime Museum took over the ship and since that time she has sailed as a floating museum and school for youngsters.



Svanen: tonnage 102 gross reg. tons. Length 99 feet.

Hull: Black with white stripe. Inside bulwark brown.

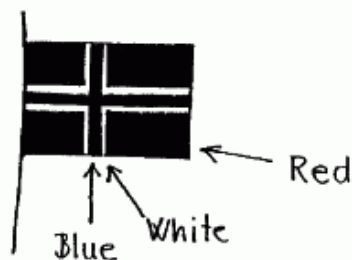
Antifouling: Red with white boottop. Lifeboats: White.

Houses: White with green roofs. Skylights: Varnished teak.

Masts & Spars: Varnished wood with white doublings, white bowsprit.

Editor's note: Vidar Lund is past president of the Norwegian Ship Builders Association. He very generously responded to my appeal for plans with plans for four different vessels. This is the first of the series.

The Norwegian Flag







## EDITORS NOTE

I finally broke away from the San Diego in March to take a short vacation to the Mexican coastal city of Mazatlan. Of course, no one can go on a vacation without returning with small gifts for family and friends, and though I hate shopping the problem resolved itself when I discovered mini-bottled ships selling for 165 pesos (about \$.67) apiece. Not just that. All were mounted on little stands with two sea shells as supports and "MAZATLAN" painted on the front. My Lord, I thought, this must hark back to that ancient Mexican ship-in-bottle tradition which dates to the Mayans. The proof can be seen on the recently discovered pictograph (right) from a Mayan funerary urn allegedly found at Chichen Itza.

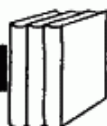


The trip provided another thought provoking item which may be a fatal threat to us all - sort of a ship-in-bottle builder's AIDS. After boarding the AeroMexico plane on the return trip, I ordered a Scotch and soda. The flight attendant produced a glass, supplied the ice and soda and then handed me a small jug of Black and White Scotch in a P L A S T I C bottle. The Scottish are a thrifty bunch and plastic is doubtless less expensive than glass, but what will happen to the traditional bottled ship when the old pinch bottle gets that way because it is soft to the touch? It'll be all over gang!

On a more serious note, you've all had a chance to read Juzo Okada's account of the Tokyo exposition and Jack Hinkley's accounting on the numbers involved, but I would like to add my own comments. The tedious job of taking photographs of all these models fell to Mr. Takushi Maekawa who used four cameras loaded with four different types of film. To accomplish this he worked every weekend from the first of February through the first week of March. (Takushi was also responsible for the outstanding photos in the first Exposition catalog.) Meanwhile, with all of this going on, Mr. Okada worked away writing the necessary captions and copy (including an account of bottling a topsail schooner in a vertical bottle using the traditional Western technique and also a comparison piece explaining the Japanese method). With all of the photographs and written material finally accumulated, and with little time for editing, the whole was turned over to the printing company which promised and did have the completed catalog available by the show opening. For those of you who have tried taking pictures of your models and for those who have been involved in writing, printing or publishing you can appreciate the almost unbelievable task that our Japanese friends accomplished. And then consider that the book is printed in both Japanese and English. Wow!

Jim Davison has just received another shipment of our embroidered Association patches. For those new members who have not yet ordered theirs the patch is four inches in diameter and is reproduced in four colors. Looks great on your jacket at talks or at modelling meets, or it can be framed and set among your models. Cost is \$3.00 and they can be ordered from Jim at 1924 Wickham Ave., Royal Oak, MI 48073.

Finally, I want to thank all of you who have taken the time to jot down your thoughts for this publication. Four issues a year can chew through a lot of material, so it is always gratifying to uncover some new facet about ship-bottling tucked away in your letters. Please keep them coming.



## NEW BOOKS

Since the last edition of *Bottle Shipwright* I have been fortunate to receive two new books on the subject of building ships-in-bottles. One is by Guy DeMarco in New York, and the other by Juzo Okada in Osaka, Japan. Whether you are a book collector or a model builder, both books are worth owning. Additionally, I have received a copy of Jack Needham's updated and enlarged *MODELLING SHIPS IN BOTTLES*, which is now being distributed by an American publishing house, and for those of you who are woodcarvers, member Bill Johnson of Langhorne, Pennsylvania, sent his coauthored book on that subject. Detailed comments follow:

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*SHIPS IN BOTTLES* by Guy DeMarco. Schiffer Publishing Ltd., 1985. 8 1/2 X 11, softcover, illustrated with color photos and line drawings. 56 pages. \$6.95 plus \$1.50 postage. Order from the author, P.O. Box 425, Floral Park, NY 11001.

Guy is a fellow member of our Association and his new book is just the ticket for beginning builders who want a simple, well illustrated how-to guide. Don't misunderstand me. The book contains information that we can all use, but Guy has intentionally slanted this first of several ship-bottling books toward the novice. The text begins with five brief initial chapters covering the basics of the subject (tools, materials, shaping and assembling). He then sequences in his demonstration models by degree of difficulty so that the builder can use his newly acquired experience as he progresses to more complicated vessels. Chapters Six thru Ten, which are the demonstrators, begin with a model of the Hudson River sloop, *VICTORINE*, progress to the fore and aft rigged schooners, *AMERICA* and the four masted lumberman, *FORESTER*; and then finish up with two vessels with square sails: the Baltimore Clipper, *DAPPER TOM*, and the Confederate Navy's three masted bark, *C.S.S. ALABAMA*. A glossary of nautical terms and an appendix listing clubs and associations and some suppliers are also included. The book is an inexpensive, easy to understand, general guide to the subject of the bottled ship and will be a welcome addition to every ship bottler's library.

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*SECRETS OF BUILDING BOTTLE SHIPS, PART II* by Juzo Okada. Tokyo: Kaibundo Co., 1985. 7 1/4 X 10 1/4. Softcover, illustrated with color photographs and line drawings. 80 pages. Text in JAPANESE. Price: 1,500 yen plus postage (\$6.00 + \$2.00 postage in US Dollars). Order from the author, 21-8, 3-chome Tanabe, Higashi Sumiyoshi-ku, Osaka 546, Japan. NOTE: Mr. Okada's first book is also available for 2,000 Yen (\$8.00 + \$2.00 postage).

Juzo Okada is the president and founder of the Ships-In-Bottles Association of Japan and a remarkable and energetic man. His correspondence to builders throughout the world is responsible for many of the contacts we have made with other ship-bottling societies and individuals. His new book is an embellishment on his first which was published in 1980 and, as mentioned, it is written in Japanese. Don't let that deter you. This second book details the building of three ships: *SANTA MARIA*, *CUTTY SARK* and *THE NIPPON MARU*, and I can honestly say that it doesn't take a linguist or even an expert builder to follow the step-by-step illustrations which accompany the text. Mr. Okada's technique is different than that used by most Western builders in that the ship goes into the bottle bow first and the masts and rigging then follow and slide into pre-drilled holes. Finally the various lines are tensioned up, tied to small hooks set into the deck and glued. The result is a

bit different from what we achieve using our methods, but just as an artist will experiment with different brushes and pigments in the interests of personal growth so should the ship-in-bottle builder try different techniques. For those of you who have seen models built by the Japanese using the Okada technique I am sure you will agree that superb results can be achieved. You will enjoy this book and I guarantee that you will find many new and valuable ideas in it.

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MODELLING SHIPS IN BOTTLES, by Jack Needham. Wellingborough, England: Patrick Stevens Press, 1985. 6 1/2 X 9 1/2. Hard or soft cover, illustrated with B & W photos and line drawings. 168 pages. \$9.95 softcover, \$17.95 hardcover plus postage. Order directly from Sterling Publishing Company, Inc., Two Park Avenue, New York, NY 10016.

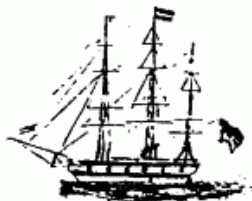
As with all of Jack's work this book is a chatty, chock full of information book that covers a vast amount of material related to our hobby. Until his unexpected death last November, Jack had engaged in the ship-bottling business for over 50 years, and it is this accumulated knowledge which fills the pages. The book is an expanded version of his first book which appeared in 1972, and contains more than 100 extra pages of information and plans. Highly recommended for builders of every degree of ability.

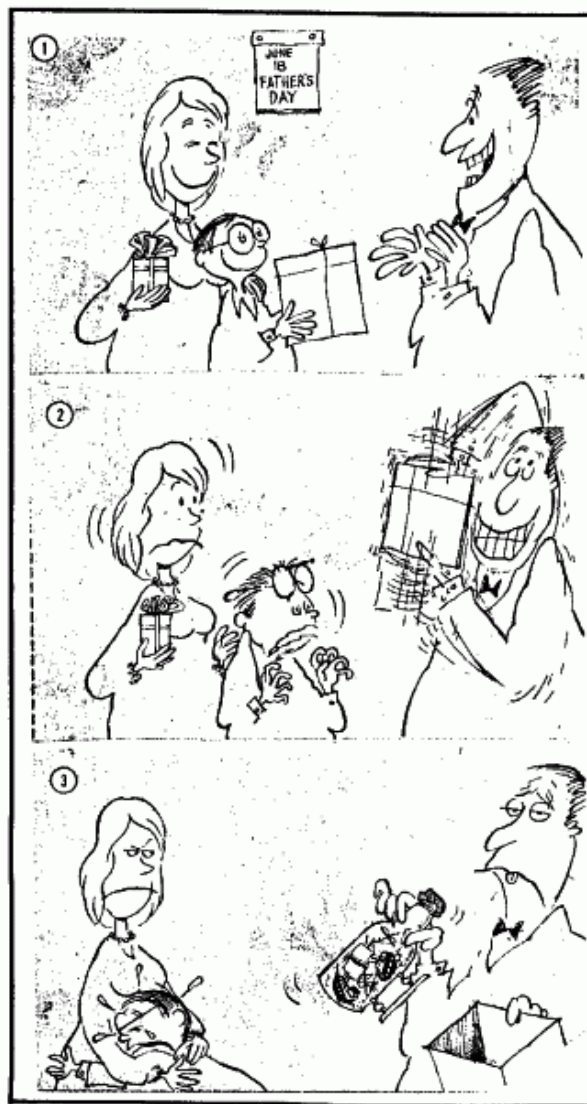
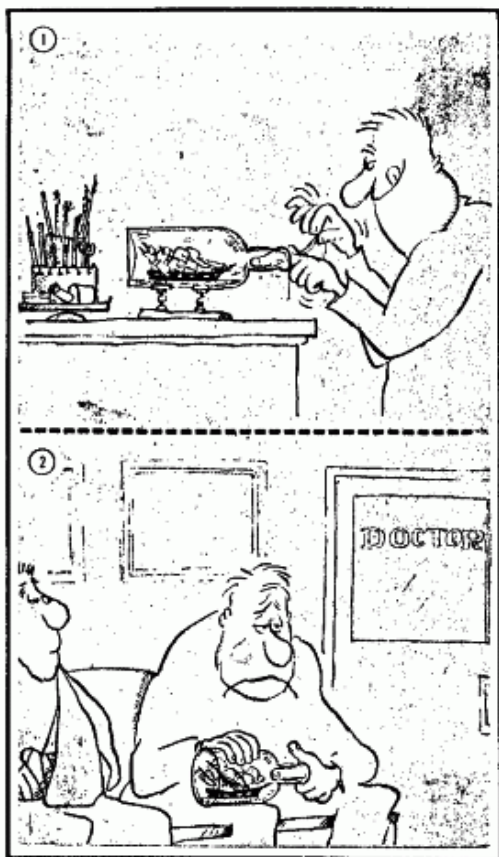
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THE BEGINNERS HANDBOOK OF WOODCARVING, by Charles Beiderman and William Johnson. New Jersey: Prentice-Hall, Inc., 1983. 8 3/4 X 11 1/4. Paperback or hardcover, illustrated with B & W photos and line drawings. 173 pages. Price: \$10.95 paperback/\$19.95 hardcover plus \$1.00 per book postage and handling. For signed copies order from the author, Bill Johnson, 339 Summit Ave., Penncrest, Langhorne, PA 19047.

The ability to work with wood is a skill which every ship-bottler must possess. Hulls need to be carved, workstands built, and often decorative, carved bases are desired. What woods should you use, what tools, how are small pieces secured for carving, how are blades sharpened, what kind of paint is best and how is it applied? These and many other questions are answered in Bill's book, and if you wish to dig deeper into this age old hobby there is an entire section showing plans for everything from letter openers to decoys. This is a fine complete book on the subject of wood and woodcarving and will provide the reader with all the information he needs to work in this traditional medium.

Don Hubbard, Editor



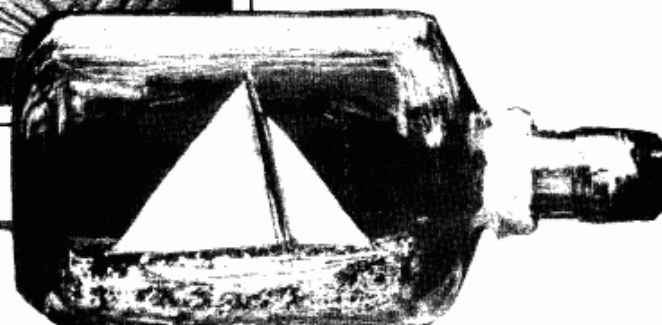


All cartoons thanks to John Rolston, Avon Lake, Ohio.

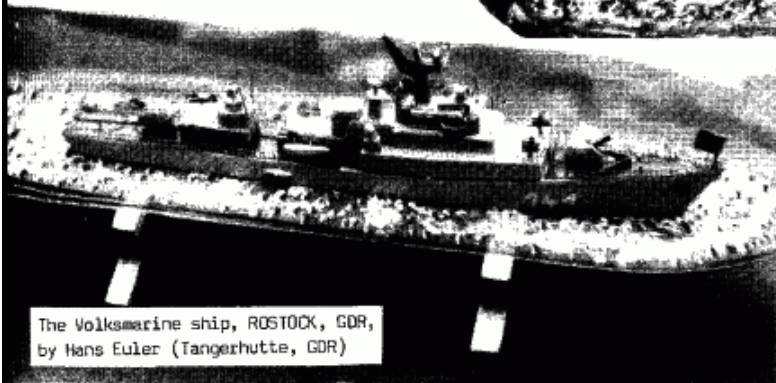




The fishing schooner, BLUEMOSE, by Paul Weidner, (Casselbury, Florida)



Chesapeake Skipjack, Willie L. Bennett, by Paul Weidner, (Casselbury, Florida)



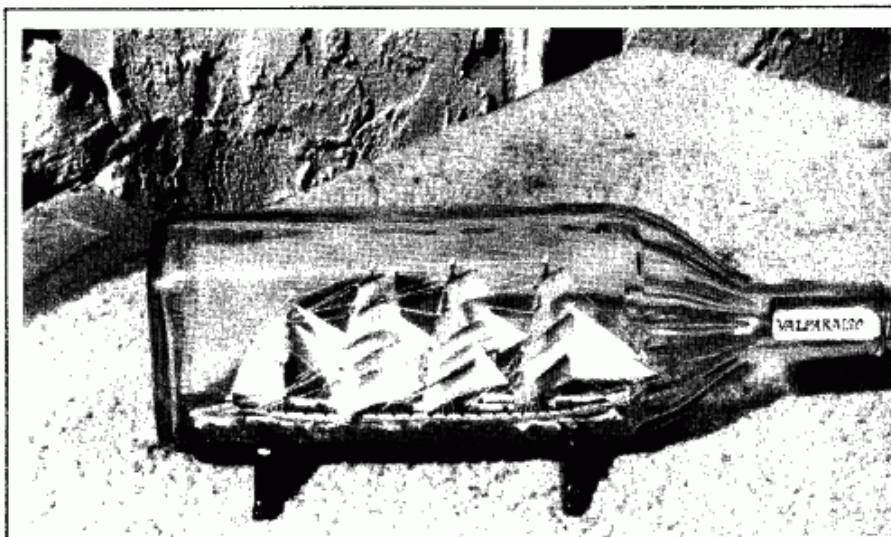
The Volksmarine ship, ROSTOCK, GDR, by Hans Euler (Tangerhutte, GDR)



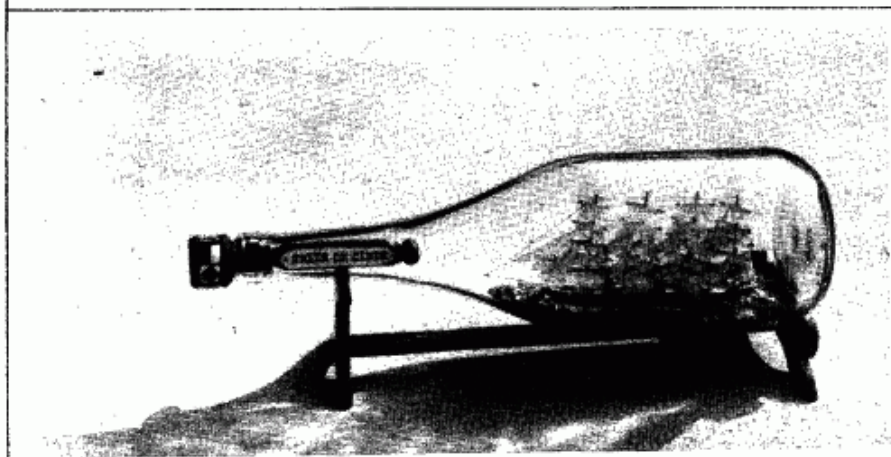
Seagoing tug and barge in a four inch long light bulb by our Kai Cho, Jack Hinkley (Coraopolis, PA)

Robin Harris Freedman and Jack Hinkley meeting at the Millersburg, PA craft show, October 6, 1984.

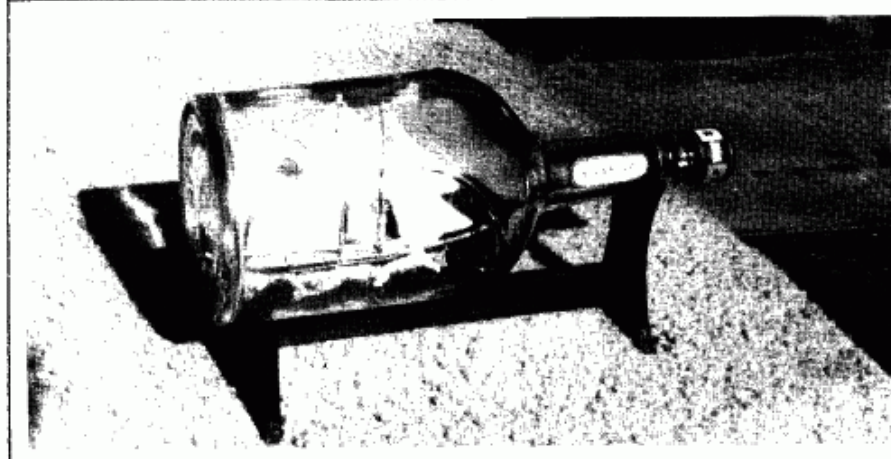




VALPARAISO  
by Ted Scafidi  
(San Diego, CA)



FALLS OF CLYDE  
by Ted Scafidi



BLUENOSE  
A fishing schooner  
by Ted Scafidi